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RUNABOUTS,  
BUGGIES, etc . . .**

Ever shown in the Hawaiian Islands.

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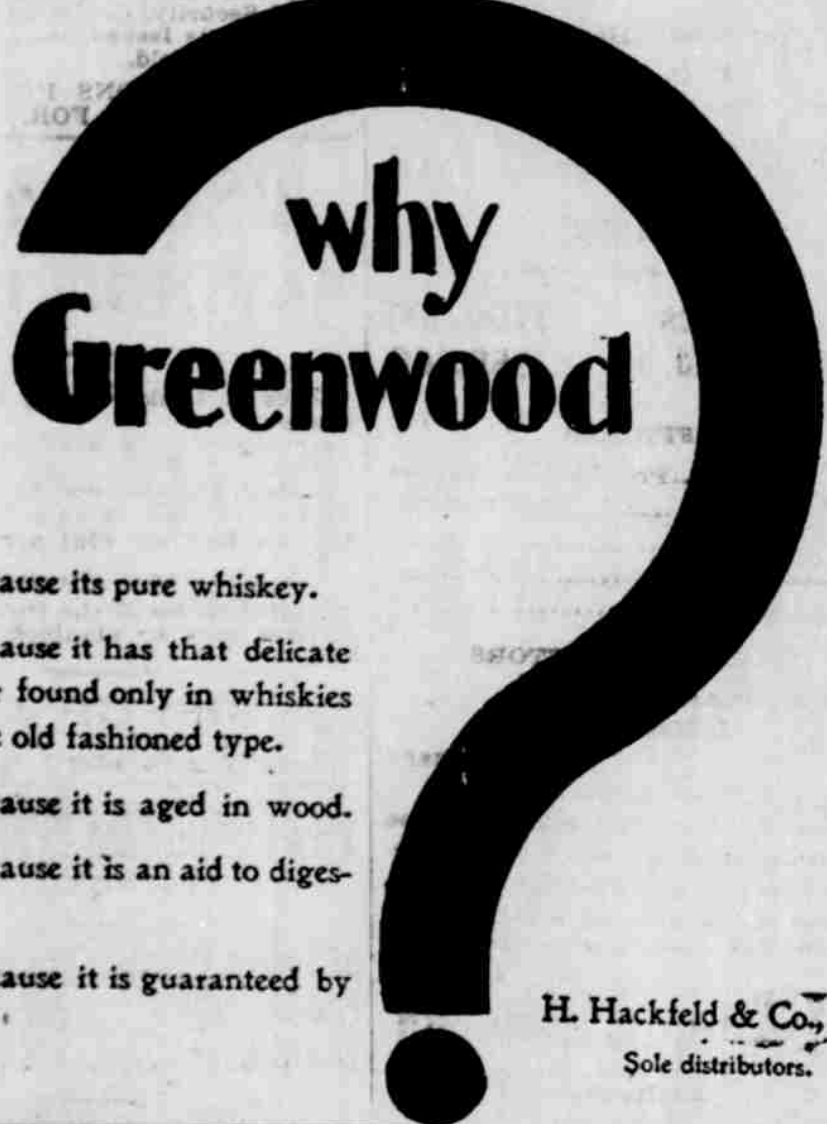
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Because it has that delicate  
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of the old fashioned type.

Because it is aged in wood.

Because it is an aid to diges-  
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Because it is guaranteed by

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Heater . . .**

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Alpine Cement, Canned Fruits,  
Monterey Sand, Pot and Highland Creams,  
Mortar Sticks, Standard Biscuit Co

Paper and Paper Bags,  
Bolton Cylmer & Co's Cigars.

**HAWAIIAN TRADING CO., Ltd.**

67 FORD STREET, LOVE BUILDING.



### LOSS OF THE CLEVELAND.

SEATTLE, (Wash.), Nov. 6.—The steamship Roanoke, which brought news last night of the wreck of the steamship Cleveland on the rocks thirty miles north of Nome on October 24th, reached here to-day. The Cleveland is a total loss, and with her went down 400 tons of coal destined for Nome. The night before the steamer drifted ashore the second officer, George Edwards of Seattle, was washed overboard. Captain Klibbard, who represents the Cleveland, and Charles D. Nelson at Nome, received news of the wreck the following morning. One of the crew made the journey down from the wreck to Nome to break the news of the disaster.

The Cleveland carried a cargo of 400 tons of coal consigned to the military authorities and was unloading her cargo at Nome when the storm came up on October 23d. Operations were at once stopped and the Cleveland put to sea. Snow fell thick and fast and the wind blew a hurricane when the Cleveland started for Sledge Island. The Cleveland was towing a lighter containing 600 sacks of coal, but she made heavy weather and had to cut the lighter adrift. Thirty miles north of Cape Nome the Cleveland struck a rock on October 24th and soon went to pieces. Her signals of distress attracted the attention of the United States cutter McCulloch which went to her assistance and saved the passengers and crew.

When Captain Klibbard heard of the disaster he sent a messenger out to the Government transport Seward to request the captain to steam up the coast and render the Cleveland any assistance possible.

The Cleveland sailed from Seattle for Nome September 28th with a cargo of 1200 tons of coal for the military authorities. All save the 400 tons had been discharged at St. Michael and Nome.

### RUN INTO BY THE ABBIE PALMER

VICTORIA (B. C.), Nov. 6.—The steamer Empress of Japan of the Canadian Pacific line, which left here on Monday night for the Orient, is back in Royal Roads with part of her bridge and bulwarks carried away, and several plates on her port side dented. She is, however, not leaking, as far as can be learned.

The steamer did not come to the dock, but is anchored several miles out in the stream, the purser alone coming ashore to report to the owners. He declines to speak for publication. It was learned, however, that early to-day, when the steamer had cleared Cape Beale, she was run into by the American ship Abbie Palmer, bound from Honolulu to the Sound.

The blow was a glancing one and, consequently, a hole was not rammed in the side of the big white liner. The Palmer had her bowsprit carried away and her bow broken. After she struck she was squared off and started up the straits.

### THE FATES UNKIND.

SAN FRANCISCO, Nov. 9.—A victim of the elements, the British ship Flintshire is making for this port under a jury rig, and the story of her trials will not be learned until she is boarded off the Heads, perhaps several days hence. The bark R. P. Rithet, which came to anchor outside late yesterday afternoon, reports speaking the Flintshire a point 500 miles west of port, but the date was not given in the Rithet's memorandum. The Flintshire was dismantled, and was proceeding very slowly under jury rig. She was apparently in no distress otherwise, but is believed to have passed through a storm or series of storms of great severity. The Flintshire sailed from here on September 23d last, grain-laden, for Queens-town, and her departure was made notable by the fact that upon crossing the bar she suddenly ran into a terrific gale and was unable to land the pilot, Captain Scott, who was carried down the coast several hundred miles and was taken from the ship at sea by the steamer George Loomis and landed at Ventura, coming home by rail nearly a week later. Before Captain Scott left the Flintshire, however, she had had a rough experience, part of the time being on her beam ends and the cargo shifting. Order and quiet was restored, however, before he took leave of the vessel, and she was believed to be far on her way toward Queenstown.

### BOSSUET RETURNS.

The French bark Bossuet, which put into this port not long ago on account of the serious sickness of her captain, which was fined \$1000 by the Collector of Customs for failing to enter at the custom house within twenty-four hours after her arrival, and which recently resumed her journey to the Coast, returned to this port yesterday and dropped her anchor in the stream off the Oceanic wharf.

Her captain is exceedingly ill and was forced to bring his vessel back here in order to receive the medical treatment of which he stands so much in need. The Bossuet had a taste of the prevailing heavy weather which she will not soon forget.

### STEAMER OLGA ASHORE.

SAN FRANCISCO, Nov. 9.—At 4:15 o'clock yesterday afternoon, during a heavy fog, the Austrian steamer Olga, Captain Descovitch, fifty-one days from Java with a cargo of sugar and coffee on board, went ashore at a point two miles south of the Cliff House, and at midnight was still lying broadside on, apparently in no better a position than when she struck, and with the chances greatly against her getting off into deep water again. The tugs Relief, Reliance and Alert of the Spreckels Company, and the Monarch, Sea King and Rescue of the Merchants' line started for the scene of the accident as soon as word was telephoned into the city that there was a steamer

in distress; but they were unable to move the Olga from her position. At the time the steamer went ashore the tide was at its ebb and almost at its lowest point, and this fact furnishes the only hope that exists that she may be hauled off when the tide is at its highest. The Olga is, however, believed to be leaking.

SAN FRANCISCO, Nov. 10.—The stranded steamer Olga, which lay for nearly eighteen hours on the ocean beach within a short distance of the Cliff House, was towed safely from her dangerous position yesterday morning by seven tugs, and is now lying off the sugar refinery wharf, where she will discharge her cargo. Captain Rudolph Descovich laid the whole blame of his misfortune to the absence of the lightship for which he was looking, and which was marked on the chart, and he said yesterday that he used all the precautions in his power.

### THE R. P. RITHET.

SAN FRANCISCO, Nov. 10.—After lying outside all night in the fog, the bark R. P. Rithet came into the harbor yesterday bringing a cargo of 32,392 bags of sugar and the following passengers from Honolulu: S. S. Paschal, wife and maid; F. Hartman and wife; Miss J. H. Wores, W. T. Bray, J. Peore, P. Patterson and D. Tucker. The captain of the Rithet reported that he sailed from Honolulu on October 11th, and for the first fifteen days out had light, baffling winds. On November 2d, in latitude 33 degrees 30 minutes north, longitude 159 degrees 25 minutes west, Barbara Paschal, aged 2 months and 14 days, died from natural causes and was buried at sea the same day.

### ST. PAUL'S BAD ACCIDENT.

NEW YORK, Nov. 4.—The steamer St. Paul of the American line, Captain Roberts in command, arrived in port today, twenty-four hours late, with her starboard propeller gone and her engine room badly damaged. Statements of different officials vary as to the cause of the accident, but the damage sustained by the steamship will probably amount to several hundred thousand dollars.

### SHERIDAN IN DRY DOCK.

SAN FRANCISCO, Nov. 7.—Final touches are being put on the transport Sheridan, scheduled to sail on November 16th for Manila. The vessel was taken yesterday to Hunter's Point drydock, and after a cleaning will go to Folsom street wharf to take on supplies. She is expected to excel most of the other transports in appearance when ready for service.

### THE DUNREGGAN'S REPAIRS.

SAN FRANCISCO, Nov. 4.—Captain John Metcalfe, Lloyd's surveyor at this port, will leave today to sail to investigate the condition of the bark Dunreggan, which was recently ashore near Kahului, and to oversee the work of making repairs to the vessel in the interests of the owners and underwriters.

### MISCELLANEOUS.

LONDON, Nov. 8.—The Japanese battleship Mikasa, said to be the most formidable vessel of its kind in the world, was launched today at the Vickers-Maxim works at Barrow.

SAN FRANCISCO, Nov. 10.—The new steamer American, sister vessel of the Californian and Hawaiian of the American-Hawaiian Steamship Company, was launched on the Eastern coast November 7th. She has a registered tonnage of 8,250, and will, as soon as fitted up, ply in the trade to New York, San Francisco and Honolulu.

The schooner Olive J. Olson was launched at Gray's Harbor last Thursday. She is of 695 tons, has a capacity for 900,000 feet of lumber, and will be commanded by Captain Olson, late of the barkentine Ruth. The vessel has already been chartered to carry lumber to Australia.

Invitations have been issued to the launching of the four-masted schooner Forester, at Hay & Wright's shipyard, Alameda point, this afternoon at 1 o'clock. The Forester is said by seafaring men to be a vessel of fine lines, and a notable addition to the home-built fleet.

Fire broke out at 10:10 o'clock yesterday morning in the room of the Japanese cabin boy on the bark Olympic, lying at Howard street wharf 3, and an alarm was turned in from box 36, at Folsom and East streets. Before the engines could arrive, however, a portable chemical engine from the transport wharf, operated by E. R. Patterson, Government coal inspector, had extinguished the flames.

Within the next day or two the United States Survey steamer Pathfinder will be taken to Oakland creek for the winter. Orders have been received assigning the Pathfinder to the work of surveying and charting the Aleutian Islands next season, with particular reference to the territory adjacent to Unalaska, Unimak pass and other traveled courses in the archipelago.

BALTIMORE, Md., Nov. 8.—Rumors were current today concerning a combination of trans-Atlantic steamship companies and millions of dollars. It was said that the Atlantic Transport Company, which operated lines of steamships between New York, Philadelphia, Baltimore and London, will be a part of the combination. Bernard N. Baker, president of the company, when seen today, said: "I have nothing to give out."

### SHIPPING NOTES.

The following is the Zealandia's report: "Left San Francisco at 2:15 p. m. with sixty cabin and sixty-nine steerage passengers. Experienced variable winds from light to strong breeze, with heavy sea and rain. Arrived November 17. Time, seven days, twelve hours. November 12, passed schooner John A. Campbell, steering southwest. November 13, passed steamer supposed to be S. S. Mariposa. November 18, passed U. S. O. steamer steering W. E."

SAN FRANCISCO, Nov. 10.—A large number of people who bought tickets for Australian ports and Honolulu and expected to sail on the Oceanic company's new steamer on the 21st will be badly disappointed. The Sierra will not sail on that date and the Mariposa will go out in her stead. The Sierra is partly full and on the 16th. If she gets here she will have made the trip from Philadelphia in thirty-five days, or ten days faster time than the record. Should she make this record-breaking voyage she will have to be fully coaled and have her machinery overhauled and tested, all of which will require more than five days' time.

SAN DIEGO, Nov. 9.—The United States training ship Adams arrived in port today from Magdalena Bay, where she has been practicing with her guns. The Adams is scheduled to sail for Hilo, Hawaiian Islands, on the 13th, but may be detained here a few days later. All well on board. The rough weather was the cause of the early arrival of the steamer Kinau on Saturday morning. It was so rough at some of the ports at which she is in the habit of calling that she was compelled to pass them by.

The S. G. Wilder and the Martha Davis started on a race to the Coast on Saturday morning.

The little schooner Rob Roy and her Japanese captain have come under the notice of the law. The captain was notified on Saturday that the Collector of Customs wanted to see him. It seems that the Rob Roy has an American registered and therefore cannot be commanded by other than an American.

### ACCORDING TO DIRECTIONS.

"And I want it to say: 'To my husband,' in an appropriate place," said the widow, in conclusion, to Slab, the gravestone man. "Yesum," said Slab. And the inscription went on: "To my husband. In an appropriate place."—Tit-Bits.

## Are Comparisons Odious?

We confess to no objections to honest comparisons, and cheerfully invite such.

A splendid opportunity is offered those who are interested to make comparisons of goods and prices on our entire lines, as catalogues from Coast houses have been liberally distributed by last mail from there, affording you just the opportunity desired.

We would suggest your bringing in these catalogues when in need of goods, for our stock contains ninety-five out of every hundred articles illustrated, made by the SAME people and in the SAME way.

We believe that our prices will be found as low in nearly every case, and we know that in some cases we are lower.

It must be borne in mind that the tendency is to place a catch article among goods here and there, upon which a quotation is made, some times at cost or below; in order, if possible, to deceive you into believing that the entire line is to be sold on that basis. We stand ready to meet every such price, even at a loss to ourselves.

WE ASSERT here, EMPHATICALLY, as we did last week, that our entire stock of loose and mounted diamonds are being sold at prices far below those on the Coast.

While we do not claim this for all of our goods, we are making an honest endeavor to sell goods to you at exactly the same prices at which they are sold for in the States, and you can help us materially in accomplishing this object.

REMEMBER further that an order to the States means CASH with order; you may before you see the goods. How many business men in Honolulu receive cash with order, or even after several months, and yet the cash is just as necessary and acceptable to us as it is elsewhere, only we are more liberal with credits, which is to your advantage as well. Our stock in all lines never was as large as this fall. We can supply you with everything known or needful in our various departments, as a few minutes' glance through the stock will show you.

**H. F. WICHMAN.**

FORT STREET.

Jeweler and Silversmith.

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Will engage laborers in the Hawaiian Islands and will furnish them to plantations, individuals, firms, or corporations; will undertake contract work and furnish experienced and reliable contractors.

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Merchant Street, Honolulu.  
Telephone No. 230 Main.  
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DEALERS IN  
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STEAM ENGINES.

BOILERS, SUGAR MILLS, COOLERS, BRASS AND LEAD CASTINGS, and machinery of every description made to order. Particular attention paid to ship's blacksmithing. Job work executed on shortest notice.

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EMMA AND VINEYARD STS.

**Goods Delivered Free**  
TELEPHONE 506.

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ROOFING,  
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PRESERVATIVE PAINT,  
BOILER AND STACK PAINT,  
INSULATING COMPOUND,  
BRIDGE AND ROOF PAINT.

REFINED SUGARS,  
Cube and Granulated.

PAINT OILS,  
Lacal and Linseed.

STEAM PIPE COVERING,  
Reed's Patent Elastic  
Covering.

INDURINE,  
Water-proof Cold Water Paint,  
side and outside, in white and  
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FILTER PRESS CLOTH,  
Linen and Jute.

CEMENT, LIME AND BRICK

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San Francisco, Cal.

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Always Fresh  
and Pure!

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Remember your friends, and  
kindness will not be forgotten. Our  
Candies make an agreeable present  
anyone.

OUR CONFECTIONERY satisfies  
appetite and strengthens the body.  
We also have

**Delicious Cakes, Pies  
and Bread**

Which are made of the best flour  
by experienced workmen.

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J. Oswald Lutted  
Hotel St. near Bethel.

**JUST OPENED**  
EVERYTHING NEW.

**Pantheon  
Shaving  
Parlor**  
HOTEL STREET, NEAR FORT.

**HOT AND COLD BATHS**

ROACH & BINDER, Proprietors.

**Rock  
For Ballast**

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CORAL AND SOIL FOR  
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